IN THE CLAIMS:

Please amend the claims as follows:

B2 sub C2

9. (amended) An apparatus for controlling the power at the output of an internal combustion engine coupled to a transmission wherein the rate of change of ratio of said transmission is controllable, comprising:

(a) an electric motor positioned between said engine and said transmission; and

(b) a controller which varies torque output of said electric motor and the rate of change of the ratio of said transmission;

(c) wherein, for any given speed, the controller sets engine power output in accordance with predetermined operating characteristics; and

(d) wherein said electric motor varies engine power output.

B3 sub C4

19. (amended) A control apparatus for an internal combustion engine driving a continuously variable transmission and a driveshaft coupled to said continuously variable transmission wherein the rate of change of ratio of said continuously variable transmission is controllable, comprising:

(a) a generator/motor mechanically coupled to and driven by said engine;

(b) a generator/motor controller electrically connected to said generator;

(c) a motor/generator mechanically coupled to said drive shaft;

(d) a battery electrically connected to said generator/motor controller and said motor/generator controller;

B3 cont.

(e) said generator/motor, said generator/motor controller, said motor/generator, said motor/generator controller, and said battery comprising said continuously variable transmission; and

Sub C4 cont.

(f) a controller which varies torque output of said generator/motor and the rate of change of the ratio of said continuously variable transmission;

(g) wherein, for any given speed, said controller sets engine power output in accordance with predetermined operating characteristics; and

(h) wherein said generator/motor varies engine power output.

20. (amended) A control apparatus for a vehicle having an internal combustion engine driving a transmission, wherein said transmission has an output driving a first wheel at a first end of said vehicle wheel, and wherein the rate of change of ratio of said transmission is controllable, comprising:

(a) an electric motor driving a second wheel at a second end of said vehicle;

(b) a motor controller electrically connected to said motor;

(c) said motor coupled to said transmission through a road surface; and

(d) control means for varying torque output of said motor and for varying the rate of change of the ratio of said continuously variable transmission;

(e) wherein, for any given speed, said control means sets engine power output in accordance with predetermined operating characteristics; and

(f) wherein said electric motor varies engine power output.

B3 cont. sub C4 cont.

21. (amended) A control apparatus for a vehicle having an internal combustion engine, an electric motor coupled to said engine and driving a transmission, and a battery system powering the electric motor, comprising:

a motor controller electrically connected to said electric motor;

wherein said motor controller varies torque output of said motor to be on an ideal operating line as determined by empirical testing of the electric motor and battery system; and

wherein said electric motor varies engine power output.

22. (amended) A control apparatus for a vehicle having an internal combustion engine and an electric motor, wherein said internal combustion engine and said electric motor are coupled to a continuously variable transmission, and wherein the rate of change of ratio of said continuously variable transmission is controllable, comprising:

(a) an engine controller mechanically connected to said internal combustion engine;

(b) a motor controller electrically connected to said electric motor; and

(c) control means associated with said engine controller and said motor controller for varying torque output of said motor and for varying rate of change of the ratio of said transmission;

(d) wherein, for any given speed, said control means sets engine power output in accordance with predetermined operating characteristics;

(e) wherein said control programming includes hybrid, electric, and braking modes; and

sub C4 B3 cancel'd.

(f) wherein said electric motor varies engine power output.